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Hongkong Daily Press.

ESTABLISHED 1867

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No. 16,424. 號四十二百四千大萬一第 日二十月一十年二統宣 HONGKONG, TUESDAY, DECEMBER 19th, 1910. 二拜禮 號三十月二十年十一百九千一英港香 PRICE \$3 PER MONTH.

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[a1351]

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[846]

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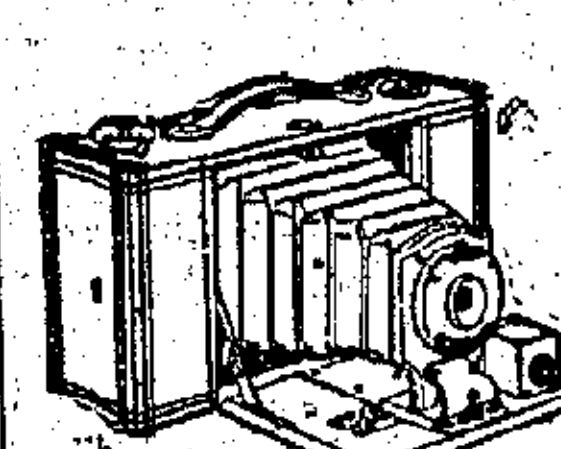


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Hongkong, 1st September, 1910. [a542]

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The Daily Press.

HONGKONG, DECEMBER 13TH, 1910.

For those who would wish to see a period set to the international game of "beggars-my-neighbour" in the matter of armaments not much satisfaction is to be derived from the speech which the German Chancellor has just delivered in the Reichstag. Referring to Great Britain's "repeated suggestions for a limitation of armaments" Dr. Bismarck-Holzweg declared that Germany had always emphasised that an open and confident exchange of views, followed by an understanding based on mutual economic and political interests, was the best means of removing distrust between the two countries. The very continuance of an exchange of views, he said, was evidence of friendly intention. That is true enough, but it is a debatable question as to whether in the circumstances this is "the best means" of removing distrust between the two countries. While Germany's Navy continues to grow, no exchange of views will serve to effectually remove distrust. As Mr. CARMICHAEL pointed out in his forcible plea for compulsory arbitration, armaments, whether personal or national, on land or on sea, so far from preserving peace, inevitably become in time one of the chief, if not the greatest of all causes of war; since they sow the deadly seeds of mutual suspicion. "Nations are only aggregations of men, and all human experience proves that men unarmed are less likely to quarrel than men armed.

Hence in civilised countries they are deterred from arming." That is a homely way of stating the case, but it reaches the kernel of the subject. The broad-minded Englishman cannot blame Germany for seeking to enhance her prestige, her diplomatic influence and her power to protect her trade, in the generally accepted way of doing these things, but in proportion as other nations increase their armaments so must Great Britain if she is to maintain the prestige, the diplomatic influence and the power to protect her trade as of old. There is no finality about the cost of theft. Two years ago Great Britain was spending on her army and navy in round numbers £70,000,000; Germany £48,000,000; and America £86,000,000 (a third of this upon war pensions). This expenditure was before the day of Dreadnoughts, now costing over two million pounds each. Naval science is rendering warships practically obsolete before they have been in commission half a dozen years. The Dreadnought has been followed by the super-Dreadnought, and this class by the extra-super Dreadnought. Gigantic as are the sacrifices already entailed on the nations by this race of armaments, every year is making fresh demands. What is to be the upshot of it all? A London newspaper has recently had a special representative in Germany inquiring into "the causes of friction" between Germany and Great Britain, and in regard to the subject of naval armaments, the correspondent quotes "a German in a position of some authority" as saying: "No understanding in naval armaments is possible under present conditions. Each nation must exercise the fullest freedom in the exercise of its naval policy. Why should we weaken our second great weapon of defence if we are to be opposed in all parts of the world where we seek new spheres for our commerce? No question of the limitation of armaments could be considered unless it is accompanied with a readiness to come to a political understanding." If this represents the true inwardness of the movement in Germany, the first step towards an agreement is obviously to ascertain what precisely is meant by the phrase "if we are to be opposed in all parts of the world where we seek new spheres for our commerce." Who "the German in a position of authority" is the article does not disclose, but if his statement represents the Government view of the question, a frank exchange of views on the subject ought to pave the way for such a limitation of armaments as will afford all nations relief from financial burdens which are fast becoming provocative of war.

The Frochov annual race meeting, which lasts three days, commenced yesterday.

The weekly concert at the Seaman's Institute last night was arranged by Mr. and Mrs. J. H. N. Mody and proved as successful as its predecessors.

Twenty deportees from Singapore were landed here yesterday from the s.s. *Hongnook* and were taken in charge by the local police, who are arranging for their return to their native places.

The Committees of the Kulangan (Amoy) Municipal Council are re-formed as follows: Finance, Messrs. Pike and Taidzinabara; Watch, Messrs. Thomas and Wilson; Works, Messrs. Kruse and Lee.

A tragic ending to a feast is reported from Kowloon City. Two men were celebrating on Sunday night, and as the liquor was drunk in copious draughts its effect was soon apparent. The two men picked up chopsticks and attacked each other so vigorously that they are now in hospital suffering from serious injuries.

Return of visitors to the City Hall Library and Museum for the week ending the 11th December shows that of non-Chinese there were 426 to the Library and 243 to the Museum, and of Chinese 162 to the former and 2,834 to the latter. The Library was, therefore, used by 588 persons and the Museum by 3,077.

Five cases of communicable disease were reported in the Colony last week, viz., one Spanish suffering from diphtheria; one British and one American case of enteric fever (both imported); and two cases of small-pox—one Chinese and the other Italian. The latter was an imported case.

The new Portuguese standard was unfurled at Macao by the Acting Governor on Sunday in the presence of the troops and many civilians assembled at Tapacao. There were no speeches, and when the Governor called for three cheers for the flag, the civilian element left it to the military to give them.

The advent of China New Year is heralded by the usual number of larcenies, and it behoves householders to take precautions. From the Soldiers' and Sailors' Home \$335 was stolen, and suspicion falls on one or other of the dismissed servants. At a shop, 185, Queen's Road West, thieves have stolen goods and money to the value of \$321. Other burglaries and larcenies are reported.

Another demonstration of the power of the almighty dollar was witnessed at the Magistrate's court yesterday when an American sailor was charged with assaulting a richa coolie and refusing to pay him. He alleged that he had lost \$25 and blamed the coolie for having stolen it, or at any rate being a party to the theft. The complainant's story was not very clear, but matters were finally compromised by the defendant offering to give the coolie a dollar on his withdrawing the charge, a course which was agreed to.

Two highway robberies in the city were reported yesterday. One took place in Aberdeen Street, where three men followed a girl as she was returning to her home. They caught her on the staircase, and while one held her the other two snatched her gold-mounted watch bangles and made off. The other robbery took place in Square Street, where a tailor's messenger was attacked by three men who threw pepper in his eyes and knocked him down, making off with the parcel of clothing which he was carrying.

We mentioned a few days ago on the authority of some of the Shanghai papers that Dr. Pratt, of Messrs. Keylock & Pratt, had met with an accident while riding. The report was incorrect, for we find the *N.C. Daily News* has the following: "A correspondent writes to say that in several local papers an announcement has appeared to the effect that Dr. Pratt, of Messrs. Keylock & Pratt, was thrown from his horse last Saturday and carried to the General Hospital, unconscious. He states that a Mr. H. G. W. Pratt, of the Asiatic Petroleum Co., was carried to the General Hospital, that he was not at any time unconscious, and that he was thrown not from a horse, but from a humorous-minded China pony, determined on trying conclusions with a telegraph post. Mr. Pratt is, we are glad to learn, progressing satisfactorily."

"An Exile" writes to us on the subject of the return to Hongkong of batches of Indian coolie emigrants who are denied admission into the United States, the burden of his complaint being that "no one cares a straw" what becomes of them. We know from a previous inquiry into the subject that several of the suggestions contained in the letter are entirely unwarranted by the facts, and for that reason we do not give it publicity. Every Indian emigrant who leaves Hongkong is made acquainted with the regulations in force on the other side of the Pacific, and the shipping companies in their own interests require every Indian emigrant to undergo medical inspection before embarkation and decline to carry those who fail to pass the doctor. In spite of these precautions a certain percentage fail to pass the tests on the other side and have to be brought back. It is nonsense to say "nobody cares a straw." It is to the interest of all concerned to see if possible that all who cross the Pacific are certain to pass the tests imposed, and we believe, that at the present time some plans are under consideration to more effectually ensure that none shall embark from India who are likely to be rejected at San Francisco as "unfit."

The recent Mixed Court deadlock at Shanghai between Magistrate Pao and Mr. F. W. Hadley, American Assessor, had its sequel at the Mixed Court last week, when proceedings were taken in connection with the publication in the Chinese Press, viz., the *Kwong Jee-pay*, of a contemptuous article and a disgusting and indecent cartoon having reference to the American Assessor's "desire for satisfaction." Tsang Wah Chin, described as chief manager of the *Universal Gazette*, No. 7, Shantung Road, was summoned before the Court on a Mixed Court warrant for printing and publishing a certain contemptuous article and a certain insulting cartoon of and against the complainant, F. W. Hadley, U. S. Mixed Court Assessor. The case was heard by Mr. Sae, Assistant Magistrate, and Mr. F. W. Hadley, Mr. Montague Harris appeared for the defence. Mr. Harris said he understood that the offence was to be taken as a contempt of court, if, however, it was taken as a slander of officials, according to English law it would not be correct for Mr. Hadley to sit. Mr. Hadley said that before Mr. Harris adduced arguments he wished to ask the defendant certain questions.—A number of questions were asked, in course of which defendant admitted that he was appointed manager by the ex-Taotai, but he denied that Chu Pao-san had a share in the paper. Witness could not explain why the Secretary of the Chamber of Commerce went to see Mr. Hadley and stated to him that Chu Pao-san had a share in it.—The hearing was adjourned.

MR. GERSHON STEWART'S RE-ELECTION.

BY A LARGELY INCREASED MAJORITY.

The Hon. Mr. Murray Stewart has received a telegram giving the result of the polling for the Wirral division of Cheshire, which constituency his brother, Mr. Gershon Stewart, again stood as the candidate in the "Unionist" interest. His opponent on this occasion was Mr. Ashton. The result of the poll was:—

Mr. GERSHON STEWART . . . 10,043

Mr. ASHTON 7,727

Majority 2,316

Mr. Stewart has increased his majority by 869, the result of the previous polling being:—

Mr. Gershon Stewart (U) . . . 10,309

Mr. Peter E. Jones (L) . . . 8,862

Majority 1,447

It will be noticed that 1401 fewer votes were cast than at the previous election, four-fifths of the abstentions being Liberal.

SUPREME COURT.

Monday, December 12th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELANE (ACTING PRINCIPAL JUDGE).

CLAIM FOR MEALS SUPPLIED.

The hearing of the action was continued in which the Tsui Nam Lan firm sued Wai Yeuk Chuen to recover \$34.35 for meals supplied. Mr. Christopher Wilson (of Messrs. Hastings & Hastings) appeared for the plaintiffs, and defendant was represented by Mr. D. V. Stevenson (of Messrs. Deacon, Looker & Deacon).

Mr. Wilson called his last witness, and while he was giving evidence his Lordship asked if the plaintiffs had not been able to get hold of another man previously mentioned.

Mr. Wilson—No, the bailiff has been trying to get hold of him, but without success.

Mr. Stevenson—I saw him in Hongkong recently.

His Lordship—Will you order one of your clerks to point him out? What is he?

Mr. Stevenson—The manager of the Kwong Tung Hotel.

His Lordship—Mr. Stevenson has seen him several times.

Mr. Wilson—He does not run away from my friend like he does from us. I should be glad to see him here. It is rather curious that he was not here before if he is going to help the defendant.

His Lordship—Mr. Stevenson's clerk will point him out.

Mr. Stevenson—At the plaintiffs' expense.

His Lordship—That is only ten cents. Mr. Stevenson, as an officer of the Court, has undertaken that his clerk will go down and point him out.

Mr. Wilson—That is very satisfactory.

His Lordship—A manager must be present at the hotel on account of his licence.

The Court Interpreter informed the Court that the hotel was being wound up.

Mr. Wilson said it had been wound up.

His Lordship—Then it is more necessary that he should be there. We will let this witness stand down until his arrival, and in the meantime Mr. Stevenson can open his case.

Mr. Stevenson submitted that his friend had shown no case, he had not proved that he was entitled to this book debt.

His Lordship—There is a case, to go to the jury.

Mr. Stevenson—I am going to show your Lordship there is not.

His Lordship—Not with an admission of liability?

Mr. Stevenson submitted that even supposing there was an admission of liability by the defendant, that would not entitle the plaintiff to succeed in this action. The plaintiff was claiming as assignee of a chose in action at Common Law.

In order to satisfy the Court that he was entitled to sue he had first to show that the debt had been assigned to him.

The hearing was adjourned.

MARINE MAGISTRATE'S COURT.

Monday, December 12th.

BEFORE COMMANDER BASIL TAYLOR, R. N. (MARINE MAGISTRATE).

MAKING FAST UNLAWFULLY.

Captain Lowington, of the river steamer *Chan Po*, proceeded against the owner of licensed cargo boat No. 332, for unlawfully making fast to complainant's steamer while it was under way.

Complainant stated that on the night of the 29th ult., when about forty yards from the wharf, and with just sufficient way on to reach the wharf comfortably, half a dozen cargo boats hooked on to his ship, and in consequence the vessel would not answer her helm. He had to go astern full speed to avoid colliding with another boat ahead, and struck the wharf with his bows. He sent the wharfinger to get the numbers of the cargo boats, but all got away except defendant.

Defendant said he did not make fast to the ship, but to another cargo boat which was fast to the ship.

His Worship imposed a fine of \$40, the alternative being two months' imprisonment with hard labour.

CONCEALING VESSEL'S NUMBER.

The owner of licensed passenger boat No. 291 was proceeded against by Pilot P. Goong, of the s.s. *Macham*, for making fast to the steamer while under way, and for concealing the number of her boat.

Defendant admitted the first charge, but denied the second, stating that one of his folk must have covered the number.

His Worship imposed a fine of \$10 on each count, the alternative being five weeks' imprisonment.

THE SHANGHAI CHINESE AGITATION FOR CHEAPER RENTS.

The crusade on the part of the Chinese for cheaper rents in the Settlement goes on apace, says the *Mercury*, and seems likely within a very short time to reach considerable dimensions. On Monday last the Mixed Court decided that the men who were used would have to pay the full rent under the terms of their lease, and immediately after a crowd of sympathisers proceeded to the Chinese Chamber of Commerce in Elgin Road, there to ventilate their grievance. On the way thither hundreds gathered in their train, so that by the time the Chamber of Commerce was reached there was a gathering of about a thousand. Arrived here they clamoured for the Chairman, but were unable to obtain audience of him, but shortly afterwards Mr. Kwao, representing the Taotai, arrived, and addressing them said that the Senior Consul would be communicated with. Hereafter the crowd dispersed, but it was understood that a number of meetings were to be held on Tuesday in connection with the cheaper rent movement.

ABERDEEN STREET BUILDING COLLAPSE.

INQUIRY AT THE MAGISTRACY.

The inquiry into the cause of death of the six Chinese who were killed in the collapse which occurred at Nos. 13, 15, and 17, Aberdeen Street on the 25th November was continued before Mr. E. R. Hallifax, sitting as coroner, and a jury. At the Magistrate's court yesterday afternoon.

The owner of No. 17, Aberdeen Street stated that he had been in possession of the house for about twelve years and had kept it in good repair.

The rent collector who had collected the rents of the house in question for four years said he looked after the repairs on behalf of the owner, but did not do any heavy repairs. So far as he knew the house was in good condition—no white ants and no cracks in the party wall.

He visited the house on November 25th. There were no heavy goods in the house. On the 28th November he did not notice that the adjoining house was being rebuilt, but he knew the work was in hand. He received no notice from the Government with regard to No. 17.

Another rent collector who had collected rents at Aberdeen Street said it was his business to look after small repairs on the premises. In September last he received notice as to certain repairs being required and he consulted with the owner of No. 15. They agreed to employ an architect with a view to having the retaining wall taken down and rebuilt. Mr. Rose prepared a plan, which was approved by the Director of Public Works. The party wall had stood all right up till now. He had seen the party wall between Nos. 15 and 17 a few hours before it fell and could give no reason for its collapse.

By the Court—On the day of the collapse none of the shoring was resting against the party wall between Nos. 15 and 17.

The managing partner of the Wai Lee firm of contractors, who had rebuilt party walls on several occasions, said he had undertaken the contract to rebuild the party wall between Nos. 13 and 15, Aberdeen Street. When he commenced the work there was some shoring, but he added some more. The party wall was intact then. The shoring was carried through the floors of the building right up to the fourth story, but none of it touched the party wall between Nos. 15 and 17. This work was seen by Mr. Rose and by a P.W.D. inspector, but none of them raised any objection. He was to be paid \$1,480 for the work, and out of that he was to pay \$70 to another firm who had opened the floors for the shoring. For that \$1,410 he was to pull down the party wall and rebuild it. He had to do certain other work besides. At the time of the collapse he was near No. 13. He was very frightened and ran off. He had no idea as to the cause of the collapse, and never before the accident happened did he have any suspicion that the wall was likely to fall. He did not examine it. He had seen it after the collapse and would say it was not a good wall. Nos. 13, 15 and 17 looked as if they had been built at the same time. The material and class of work in all three were similar.

The managing partner of the Tai Hop firm carrying on business as scaffolding contractors said he was engaged to put up shoring at Nos. 13 and 15, placing supports to keep up the floors on each side of the party wall. He could give no explanation as to the reason of the wall between Nos. 15 and 17 falling down.

L. A. Rose, architect, spoke to having been consulted in October last with reference to the party wall between Nos. 13 and 15, Aberdeen Street which had to be taken down. He prepared a plan, which was approved by the Building Authority. It showed the reconstruction of the party wall and the cross wall of No. 15. A contract was signed and the work commenced. He visited the work two or three times a week up till the morning of the collapse. Witness heard nothing of his plan having been withdrawn, but he received a notice that if the front wall were taken down that would come under reconstruction. The owner did not agree to this. When the contract was signed he examined the place and ordered additional uprights to be placed, and before the wall was pulled down the shoring was proper. Trenches had been dug for a foundation for the new wall, and from his experience he had no hesitation in saying that the digging of the trenches did not affect the shoring. Neither did the building of the wall affect the shoring. He did not know that the owner had withdrawn the work from him. He went on with the work still acting for the owner. He was not aware that the owner had written to the Building Authority saying he wished to withdraw the plan. The reconstruction of the wall did not render the building unsafe. To shore the wall between Nos. 15 and 17 would have involved ripping up the whole of the floor. The price paid would give very little profit to the contractor. It was a reasonable sum for that class of work. The work could not have been scrapped, as the agent of No. 13 was present every day. He examined the party wall between Nos. 15 and 17, and saw no reason to suppose that it was in a dangerous condition. He had no reason to suppose the work he was doing at No. 13 would cause that wall to fall. When the collapse took place he was surprised. He was at No. 15 that morning and had no suspicion that it would fall. After the collapse he saw the wall and would describe it as a badly built wall. It seemed hollow in the centre. It was not as bad as the worst he had seen in Hongkong. The bricks, ordinary Chinese, blue bricks, seemed loose and the lime used was shell lime. He did not think the alterations at No. 13 caused the wall to fall. The shoring never moved. The party wall between Nos. 15 and 17 would, in his opinion, have fallen in any case, as the joints were rotten and the wall was badly built. After the accident the shoring at No. 13 were in the same position practically as before. The accident may have been caused by the joints or the roof poles giving away, as the woodwork seemed to be rotten. He could not account for the wall falling and he did not attach blame to anybody.

The inquiry was adjourned.

TELEGRAMS.

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[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

THE IMPERIAL GERMAN TOURISTS.

BOMBAY, December 12th.

The German Crown Prince and Princess have left Ceylon, for India, enchanted by their visit.

LIMITATION OF ARMAMENTS.

A GERMAN PRONOUNCEMENT.

LONDON, December 12th.

The German Chancellor in the Reichstag referred to Great Britain's repeated suggestions for limitation of armaments, and declared that Germany had always emphasised that an open and confident exchange of views followed by an understanding based on mutual economic and political interests was the best means of removing distrust between the two countries. The very continuance of an exchange of views was evidence of friendly intention.

RUSSIA AND GERMANY.

LONDON, December 12th.

The German Chancellor described the recent interview between the Tsar and the Kaiser at Potsdam as having been most satisfactory, it having again been determined that neither Government would participate in a combination aggressively directed against each other.

THE NIPPON YUSEN KAISHA.

LAST HALF-YEAR'S WORKING.

The following is the report, together with the Statement of Accounts, for the past half-year, presented at the recent meeting of shareholders of the Nippon Yusen Kaisha.

Gentlemen,—The Directors submit to you the annexed Statement of the Liabilities and Assets of the Company, and the Profit and Loss Account for the half-year ended September 30th, 1910.

The gross profits of the Company for the past half-year amount to ¥4,299,742 out of which there has been paid:—

Depreciation of the Company's Assets and property ¥15,901

Insurance Fund 442,999

Ships' Structural Repair Fund 592,756

Total 1,950,657

leaving a balance of ¥3,206,701 including ¥888,516 brought forward from the last Account.

The Directors now propose that ¥1,474,404 be added to the Reserve Fund, raising it to ¥2,980,860, and that ¥1,073,431 be set aside as a Reserve for the Annual Reduction of Subsidies; also that ¥59,465 be allowed as Directors' and Auditors' fees. From the remainder the Directors recommend a dividend at the rate of 10 per cent. per annum, which will absorb ¥1,100,000.

The balance, ¥1,856,400 will be carried forward to the next Account.

REMPH KONDO, Chairman.

Head Office, Tokyo, 25th, Nov., 1910.

THE ART OF ADVERTISEMENT.

An unexpected connection between business and Egyptology was disclosed the other day, when a speaker at Olympia placed Remesee II. in his true light as one of the greatest advertisers of all time. To him, it would seem, we owe the practice of placing advertisements in public places where they may be seen by thousands of passers-by. It must, however, be admitted that this method is already a little antiquated. In the first place, modern life is so strenuous that the passer-by, as he hurries along, has no time to think of anything except dodging the traffic. In the second place, advertisements of this type are so numerous as to destroy one another. It is the old case of the wood and the trees. The modern advertiser, accordingly, sets himself to the business of attracting the individual. Three methods are open to him. The first, and most obvious, is the Press. Next come the handbill personally delivered. Fortunately, this is a device which has never been very successful in London. In Paris where it flourishes, a walk down the Boulevard reveals a mass unmitigated nuisance, to say nothing of the mess of money of the payments. The third method is the post. As an invasion of privacy this is so successful as to be an outrage. The unfortunate householder finds circulars among his private letters, and angrily flings them into the waste paper basket. It is his only mode of protest, poor man, and it is quite ineffective. The advertiser continues to believe that his circulars, having been delivered, are duly studied; otherwise he would cease to send them. But the practice has now been carried too far. Send catalogues to regular customers by all means; but spare the general public. That is the best advice that can be offered by a harassed householder.

The practice of Shanghai-ing is not dead in Hongkong yet. The other day an immigration agent had induced two men to enter into contracts for service at Singapore, but when the men went into the boarding-house they repented their bargain and endeavoured to escape. They tied a quilt to the verandah with the intention of lowering themselves to the ground, but so great was their hurry that both men foolishly descended at the same time. Their joint weight was too much for the quilt, which gave way, and both men fell heavily to the ground. One injured his spine and the other sprained his leg. The immigration agent is now in custody.

SHIPPING NOTES.

President Taft in his recent message to Congress has urged the immediate passage of a Ship Subsidy Bill.

A correspondent writing in a Manila paper a few weeks ago, on the ship subsidy agitation described it as an agitation to insure the payment of dividends to the Steel Trust. "In my opinion," he wrote, "we will never have a merchant marine until the clause is taken out of our coastwise shipping laws, prohibiting the construction of our ships in foreign countries. The cry has always been 'protection to our own working men,' but it is only protection to the Steel Trust, nothing more. And, in consequence, the ruination of merchant marine results. The cry has always been, that the operation of our ships costs more than in other countries on account of the high wages we are paying, but if people would only sit down and figure out the daily expenses of a steamship, they would see that expenses of the crew are not the vital item. Of course, everything counts, but the little higher wages we pay don't amount to anything in the long run. Supposing, Mr. Editor, that you built a ship in England for the purpose of running between the West Indies and New York, for a cost of \$500,000. I see the ship pays well on its run and I want to get some of the business. I go to the Newport News Shipbuilding Company, and ask them to build me a ship of the same tonnage as yours. Well, I would have to pay close to a million dollars for the same style of ship as yours. Now, Mr. Editor, you pay, we will say, 8 percent on \$500,000, and I pay the same rate on \$1,000,000 invested. You pay insurance of \$500,000 and I pay insurance on \$1,000,000. Do you see where the extra expense comes in? If the people really wish to build their ships in the cheapest markets, let the U. S. pay a bonus to every sailing craft built by our shipbuilders, let the owners pay their fittings in the cheapest market, and let it come in duty free. But enforce a prohibitive duty on any repairs done in foreign countries."

The correspondent then discusses the question from the local point of view. "Look," he says, "at our Philippine coastwise trade, which is still in its infancy but which is flourishing and getting larger every year, because our shipowners can buy their bottoms where they please. What would happen to the Islands if the U. S. coastwise laws were enforced? Ask any of our shipowners. One thing which has not kept pace with our shipping here is our shops and shipyards. But there was a cause for it, and, in my opinion, it has been a case of false economy. During the last twelve years, the time of occupation, there has been spent abroad in the Orient about 12,000,000 dollars for repair work, because the work can be done cheaper there than here. Have we ever got a cent in return? Think what our labouring population and merchants have lost."

The British steamer *Suruga*, which left Manila for Shanghai on Friday, the 2nd inst., returned to port on the 7th inst. flying signals of distress. The steamer encountered a bad typhoon in the China Sea soon after leaving Manila, and owing to the fact that she had no cargo and rode high over the water, her propeller gear was badly damaged. The steamer's stern tube, the tube which encloses the shaft, became loose, and owing to the fact that under this condition water can enter the hold the accident was considered quite serious. The *Suruga* is the fourth steamer in a little over two weeks to enter Manila harbour in distress brought about by rough weather.

The Singapore *Free Press* of the 5th inst. reports that the N.D.L. steamer *Lützow* arrived from Hongkong in considerably less than four days. She left Hongkong about 1 o'clock on Wednesday afternoon and arrived about 8 a.m. the following Sunday at Singapore—a remarkably good performance that fairly entitles her gallant skipper, Capt. Wilhelm, our contemporary says, to the credit of putting up a Hongkong-Singapore record which, while it may be equalled some of these fine days, will assuredly not be so beaten, for that voyage through the turbulent China Sea usually takes 4½ to 5 days, whilst the *Lützow*, it would seem, reels off her 17 to 18 knots, keeps up top speed for days together and comes snuntering into port almost a day ahead of her schedule time just as though nothing unusual were happening.

Some definite information should shortly be forthcoming with reference to the shipbuilding plans of the Canadian Pacific Railway Company. At one time it was considered probable that the Company would take the *Empress of Britain* and the *Empress of Ireland* off the Atlantic and put them into its Pacific service. Advice from Montreal are, however, to the effect that any idea of that kind has been practically abandoned. As these two fast steamers, each of them considerably over 14,000 tons, would require a certain measure of conversion in order to fit them for the longer voyage from Vancouver to the Far East, the belief now is that they will be retained on the Atlantic. At the same time, it is deemed likely that the company will build two large vessels to work with them on the Liverpool-St. Lawrence route. Montreal suggests that the speed of these new ships will not be less than twenty-one knots, and may be as high as twenty-three. The latter would be considerably higher than anything yet seen in the Canadian trade. The report in this respect seems almost too good to be true.

That the advent of ships a thousand feet long is within measurable distance admits of no doubt. The *Olympic*, the new White Star liner, carries this record to 822ft. The difference to be bridged over is, therefore, inconsiderable. In the circumstances, it is not surprising that the public is looking for the longer vessel to be announced at any moment. Gossip, in fact, credits the Cunard Company with the intention to build a 60,000-ton ship, 1,000ft. in length. For their part the Cunard Company officially deny the story, and so do the shipbuilders whom rumour associates with the project. What is beyond question is that the Cunard Company have a big ship in contemplation, and that it will in all likelihood be built on the Tyne. Its dimensions may roughly be inferred from the fact that the chairman of the Cunard Company recently stated that in his opinion the future of North Atlantic traffic rests with the combined passenger and cargo steamer of 40,000 or 50,000 tons. Whoever happens in the case of the Cunard boat, it is quite clear that the *Olympic* is shortly to be surpassed in point of length. The Hamburg-American Line is building such a ship. It was stated the other day that she is to be 940ft. long, but this figure is apparently not official. It is doubtful, indeed, whether the exact length is known on this side of the North Sea. But it is safe to say that the German vessel will be about 900ft. long—probably over rather than under. Another fact which transpires is that the Hamburg-American Line is not at the moment aspiring to build two liners. The widely-circulated rumour that, with the launch of the *Olympic*, Messrs. Harland & Wolff would put in hand in the vacant ship a mammoth ship for Herr Ballin has been disproved by events. But it does not need a brace of German ships to give a decided spice of international interest to the subject.

Rumour has recently been busy with the Norddeutscher Lloyd, currency being given in the German Press to statements to the effect that the Company would shortly be in the market for fresh capital to be applied for shipbuilding purposes. Attention has been pointedly drawn to the fact that the Norddeutscher Lloyd has ordered no new tonnage since 1906, whereas a concern of its magnitude should spend about £2,000,000 annually in keeping the average age of its fleet. Thus, it is maintained in certain quarters, at the present moment, the Norddeutscher Lloyd must raise new capital to the extent of at least £7,500,000. From an authoritative source the *Kölnische Zeitung* learns that all these reports and estimates are based upon incomplete knowledge. As a matter of fact, the Norddeutscher Lloyd, the journal states, has since 1905 invested a capital of about £4,600,000 in new tonnage. The recent bad times found the Company fully engaged in strengthening its fleet, and it is only at the present period able to find full employment for its increased and modern tonnage. Other concerns—the Hamburg-American Line, for example—were able to stop the execution of their building contracts during the period of depression. Hence it need cause no surprise if they are now giving out new orders to satisfy a need which the Norddeutscher Lloyd has already supplied.

LACQUER IN JAPAN.

"Yenobura" is a vegetable oil derived from the seeds of the *Perilla* sesamoides, an annual plant, which resembles the *Perilla* pectinensis, and urushi is the sap collected from the lacquer trees. The oil is made in the Tohigi, Saitama, Chiba, Miyagi, and Ibaraki Prefectures, which are famous for the production of seeds and oil. Sandy soil is favourable to the cultivation of the plant, and the yield is estimated at 20 bushels of seeds per acre. Statistics show that the annual production throughout Japan amounts to an average of 325,000 bushels, from which over a gallon of oil per bushel is extracted. The oil retailed at 35 cents per sho (0.4766 gallon), and is used in the manufacture of paper umbrellas, lanterns, oil papers, and artificial leather. It is also used in preparing materials for the manufacture of printer's ink, paint, varnish, and lacquer.

The lacquer trees are occasionally cut down, but the usual method is to tap them about 9 inches above ground. The gum which accumulates is collected with a spatula made for the purpose. Four days after the first collection of gum the trees are tapped again. This process is carried on throughout the season, July to September. The trees used are generally 15 years old. A large tree is estimated to produce 90 grams (3.17 ounces), while a small tree produces only 56 grams (1.97 ounces) of the gum. There are three different grades of gum: (1) *Reiro urushi*, a superior quality, of a greenish black colour, non-adhesive, and almost transparent when applied as paint; (2) *seishime urushi*, an inferior quality, brown in colour, and, owing to its adhesive properties, used for joint work, but not for painting; (3) *hana urushi*, a medium quality, resembling both the above in colour and in adhesiveness, and purified by filtration through thin paper. Refined lacquer contains 85 per cent. acid of lacquer and 15 per cent. water and organic matter resembling rubber. The juice can do only when the atmosphere is damp. With the addition of a little glycerine, the drying process requires only two hours, whereas under normal conditions more than ten hours are necessary. Alcohol is used in mulling the material. The gum is sold direct to the dealers in lacquer, who refine the raw material themselves. It is first passed through a filter made of cloth into a porcelain or wooden receptacle. The waste remaining in the sieve is rejected, and the gum which may still adhere to its sides is mixed with the *yenobura* and strained again into the receptacle. The resulting liquid is exposed to the air and, after being carefully stirred all for a day or two, it attains a standard thickness. Heat is used to evaporate the water which may remain. Colouring matter, kneaded with *yenobura*, is added to the material while it is raw. Statistics show that lacquer is produced in the Tohigi, Aomori, Nara, Ibaraki, and Ishikawa Prefectures. The Chinese product is still imported, owing to the gradually increasing demand for the domestic market.

COMPANY MEETING.

THE HONGKONG AND SOUTH CHINA STEAM FISHERIES COMPANY, LIMITED.

A statutory meeting of this Company was held yesterday at the offices of Messrs. Fradley & Co. Mr. J. A. Plummer presided, and there were present: Messrs. J. W. C. Bonnar, Wong Teze Loung, Lo Shui Hoi (consulting committee), A. Joanillo, J. F. Miller, C. J. M. Pereira, I. Rocha, J. M. S. Rosario, Tam Keang Yang, Yung Chat Yu, and E. Bevington, acting secretary.

The CHAIRMAN said:—Gentlemen,—This meeting as you are aware is only held in order to comply with the Hongkong Companies Ordinance of 1865, and there is really no actual business to transact. It is, however, usual on these occasions for the Chairman to say something with regard to the policy and future prospects of the Company, and for this reason we put the date of the meeting as late as possible in order that we might be better able to tell you what progress has been made since the Company was formed in August last. I must tell you that the capital of the Company has been fully subscribed, and that all the shares have been allotted. There are, however, a few subscribers who have not yet paid for their shares, but the Company has sufficient funds in hand for all requirements, and should the remaining shares not be taken up within the next week or two, notices will be served and the shares reallocated. As your General Managers have originally to refuse applications for about 2,000 shares, no difficulty is anticipated in placing any shares which may be outstanding. Following the lines of our prospectus, and acting upon what we believe to be the best possible advice, your consulting committee unanimously decided upon ordering a new trawler, one which would be entirely suitable for the trade, and specially adapted for working in a hot climate, in preference to a second hand vessel. An order was accordingly placed with Messrs. Smiths Dock Co., Middleborough, about the end of August last. In deciding upon the type of vessel, gear, etc., to be ordered your committee have had the advice and assistance not only of European experts but also of the leading Japanese Company, which during the summer months works under very similar climatic conditions, and enters for a trade which is in many respects very similar to what may be anticipated here. The *Hoi Fung*, by which name it is proposed to call our vessel, we are assured will represent the latest type, and most up-to-date trawler afloat, and your committee are quite prepared to pin their faith on her efficiency. With regard to the work of construction, we regret to say that same has been considerably delayed in consequence of strikes of boiler makers and other operatives in England. Our latest mail advices, however, state that the frames are in position, and that a considerable amount of iron work was ready to erect a month ago, and from the fact that we have since paid the second instalment of purchase money, we may assume that the shell plating has since been completed. The *Hoi Fung* should have been delivered to us this month, but we now estimate that it will be the end of January before she can be handed over. Given favourable weather, and our vessel should be coming out at the best time of the year, we estimate that she will take about six or seven weeks on the voyage, and thus if all goes well we may hope to see her in Hongkong towards the end of March next. As regards the voyage out, your committee have deemed it prudent to fully insure the vessel against all risk, and although this will add somewhat to the laid down cost, we feel sure that you will approve of the course taken. I do not know that I can say more regarding the future prospects of the Company than we have already said in our prospectus, further than we see no reason why the project should not prove as great a success here as it has in Japan and other countries. I may tell you that this industry in Japan is succeeding almost beyond comprehension, and whereas it is only two and a half years ago since the first steam trawler started operating out of Nagasaki, there are to-day no less than 17 new vessels under construction in that country, and I am not quite certain, but I think, seven or eight actually at work. Our Mr. Forbes, who is now in Japan, is studying the working of the Japanese trawlers on the spot, and I only regret that he has been unable to get back in time to preside at this meeting, when he might have been able to give you further information regarding the business as carried on there. Here we are of course very dependent upon the goodwill of the Chinese, but we have the best assurance that we shall find a ready market for our fish, and also have the support of the Fish Guilds. We cannot of course anticipate large profits on the first year's working, as it will no doubt take a little time to thoroughly organize the business and we shall no doubt have the usual difficulties of pioneers to overcome. With thorough railway communication to Canton established, however, and the general advance of the Chinese people towards Western ideas, there is no need for me to picture to you the possibilities of the future, when I hope we may have a fleet of ten or twenty trawlers working out of this port. This is all the business, gentlemen, but should anyone wish to ask any questions I shall be pleased to answer them to the best of my ability. There being no questions, the Chairman ended the meeting by thanking those present for their attendance.

Another paper has made its appearance in Shanghai, named *Luzon*, the *Sunday Courier*. As the name implies, it is bilingual. The Portuguese section of it is scurrilously anti-clerical and represents the worst features of Republicanism.

PARIS LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

November 18th.

RETURN OF THE FLOODS.

What concerns Parisians most at this present moment is not so much the political crisis—the worst of which is over, happily—as the floods have returned almost as bad as last year, and caused a general panic or a *sauve qui peut*. Thanks to the elaborate precautions taken in Paris, the capital is not likely to suffer to the same extent as it did nearly twelve months ago, when the authorities were caught unawares and were temporarily baffled. Workmen are working day and night along the river banks strengthening the embankment walls, while in more remote suburban districts barricades of sand bags are being constructed as quickly as possible. Considerable damage has, however, already been done in low-lying districts such as Charenton and Bercy—the wine mart of Paris—where abandoned dwellings are surrounded by water and cellars flooded. The work of rescue has this year been admirably carried out, and there is little fear of either persons or animals perishing. The official bulletins once more put off the date of the anticipated maximum, which is now given as to-morrow (Saturday). The maximum in January last was 31 feet. Nothing so bad as this is expected, though it will not be very many feet less. So far as Parisians are concerned they need not dread an alarming situation. The same strenuous, though belated, efforts to prevent invasion are being made, as already remarked; walls are being run up at all threatened points, while the mouths of the sewers are being protected by a kind of chimney. In this way the flooding of the streets has undoubtedly been prevented at many points. Grave fears are entertained less the work of the new underground line from the Opera to Auteuil will be impeded. In some places steam-pumps which have been working night and day at Bercy in some of the store-houses have proved useless, and the work has had to be reluctantly abandoned. So intense is the excitement that immense crowds flock down daily, eye, hourly, to the river side, to watch the feverish preparations that are being made to keep out the invading waters. The return of the floods has done good in a sense, for it has given work to thousands of genuine unemployed. The gangways to the landing stages of the steamers are tilted up at an angle of nearly 50 degrees, which will give an idea of how serious things are. It is feared that the railway line from the Invalides may again be flooded; although the turgid, dirty yellow looking water is still some feet from the top of the protecting wall; in some parts of the line, the water has already got through by infiltration. At the Anseritz, station on the Orleans Railway, there is water in the subways, and wooden footbridges have had to be put down. The Seine has penetrated also by infiltration into the cellars of the Prefecture de Police (the Scotland Yard of Paris) the Palais de Justice, or Law Courts, and the Central prison. The thought of winter before us is not reassuring under the circumstances. The weather of late has been extremely cold; were the Seine to only start freezing, an amelioration might take place. Such freezing would, however, make it bad for the bridges. As was the case some years ago, cakes of dynamite or other explosive would have to be thrown down on the frozen river; by so doing the ice would be broken, but the waters might then rise afresh. At Rouen an enormous quantity of merchandise is in danger of being flooded. The military authorities have prepared a number of wagons, the supply of trucks and vans not being sufficient to cope with the situation. The Minister of Public Works has been the object of numerous attacks in the Chamber on account of the floods; more undeserved criticism was levelled at those responsible for the affairs of Paris and the Department of the Seine. As one deputy put it, the authorities calculated that the Seine was going to behave herself; she has not done so, and the result is that the new flood finds Paris only partly prepared. Who would be a member of the French Government? Not a day passes but you can reckon upon being heckled and grumbled at—often for nothing. If only Parisians were more reasonable and placed more confidence in the authorities responsible for their safety, and that of their capital, the situation would not be half so bad.

Thanks to the noble efforts of a lady—Madame Cladie Bonnardelle—a French Anti-Sweating League has just been founded in this metropolis. The efforts of the new League will, we understand, be confined to home work, which it will endavour finally to abolish altogether. Lectures are to be delivered throughout the country for the purpose of explaining the aims of the welcome League, which may be summarised as follows:—The securing of a minimum wage; The abolition of intermediaries; The voting of laws protecting the home-worker and securing the enforcement of these laws. An exhibition of home work and a Conference for the discussion of the problems connected therewith will be organised as soon as possible.

THE NAVY. The French Navy, like that of Germany, has felt the effects of the new 13.5 gun of the British Navy, and has lost no time in expediting construction likewise—the only thing both nations could do for the present. The Minister of Marine has just made a special grant of 50,000 francs to the port of Lorient for the purpose of accelerating the completion of ships under construction there, and to enable the *Mirobeau*, of 18,000 tons, and the *Amiral Courbet*, of 23,000 tons, to be ready at the dates fixed for their completion. Night work is to be resorted to, if necessary, while if the present grant is considered insufficient, the Maritime Prefect is to at once report what further sum is required, when it will be immediately forthcoming. France has not shown herself so business-like for many years. Great Britain has done something in the way of stirring up the cosmopolitan naval world. Vice-Admiral Dond de Lapeyrolle, the Minister of Marine, is all action; he has no time, like his predecessors for idle words.

THE PREMIER.

No sooner has M. Briand recovered himself and reconstructed his model Cabinet than people are asking how long he is likely to remain in office. For the present, at least, he has no cause to fear anything; his safety entirely depends upon his exercising the greatest amount of caution and political wisdom. There are endless pitfalls in front of him, while his numerous enemies will do their utmost to impede his progress by, as the French say, "throwing sticks in his wheels," and rendering his present delicate position—for it will be remembered that the Government last week only scored a majority of 87—absolutely untenable. In a much-quoted speech delivered just after the recent General Election, M. Briand said that the keyword of his policy was—"apaisement."

The country, he held, required rest after the long excitement of the conflict with the Church. It was to carry through this scheme of general conciliation and consolidation that his Cabinet was formed. Then came the railway strike, which caused his peaceful policy to be indefinitely postponed. Before returning or taking up his policy of *apaisement* he has been compelled by the force of circumstances to deal with revolutionary Socialism. As soon as he has conquered that demon, France will be able to enjoy rest and quietness; not till then, however, over the struggle may last. Those who maintain that the Premier is not yet out of the wood are quite right. He has got his new Cabinet formed all right—it is really a new Cabinet, for only six of his old colleagues have survived the storm. What is to be feared is that M. Briand may sooner or later be forced to rely more and more on really reactionary groups—precisely what M. Jaures hopes. Were such a thing to happen it would be a great misfortune for France. There are times when we cannot help ourselves, and have to drift much against our will into a false position. The lesson of recent events will not be lost; French patriots' eyes have been opened; they have seen for themselves the grave peril which menaces the State, the ruin which anarchical Socialism is determined to bring upon the country. From that ruin M. Briand saved the State by the firm vigour of his action. To omit him from office is the last wish of all honest Republicans. Let well alone, rather than court disaster.

THE PUBLIC DUTY OF A MISSIONARY.

PAPER BY SIR HAVILLAND DE SAUSMAREZ.

In the Union Church Hall, Shanghai, last week Sir Havilla d de Sausmarez read a very able paper before the members of the Shanghai Missionary Society upon "The Public Duty of a Missionary." In the course of the paper Sir Havilla made special reference to that part of the missionary's public duty in so far as it touched the government or the social systems of the people in which he worked, and also how it affected the European community, the members of which exercised their calling in the country to which he was sent. After speaking of a criticism which was sometimes passed upon missionaries that people of little education and less experience came out into new circumstances, he said it followed that the public life of a mission, that was a number of individuals who were missionaries, would be of the most use to the larger society in which it worked if it endeavoured that each of its members should be directed along the line in which they could do most good, and if misdirected zeal among the less well-balanced members were curbed. The success of medical missions and the increase of industrial missions proved that the duty of the missionary was transcended as well as to the government, and under which he taught. In tracing of the relations of the country, the governing body, and the social order of the people among whom he worked, it was material to point out that as there were differences in the methods and the religious ideals and the advancement of the civilisation of the people, so there were differences in the capacity and goodwill of the rulers. In all cases there was a duty to the body, however imperfect its ideals or its methods, on which the stability of the social order depended. While it existed it was entitled to the obedience of the foreigner who worked within its dominions. Should the ideals of the people change so that they demanded a better government, that was for them. It was not for the stranger within their gates; he must remember that the Government's duty was to all its citizens, and that a religious rebellion or outbreak was one that was of the most dangerous and difficult kinds to deal with. The missionary must not forget that the first duty of human government and he might add Christian government was to ensure the greatest happiness of its subjects to maintain peace within its borders. In conclusion, Sir Havilla mentioned the relations of the missionary to the other Europeans in the land where his labours lay. Between those and the people of the country he might often the intercourse, and he might smooth away antagonisms. He made a plea for more intercourse between missionaries and the other Europeans, saying that what was wanted was co-operation of all to whom good government based on Christian principles was an aim, and as it seemed to him, they would more readily attain to the triumph of Christianity in the lives of the homes, and in the state of those nations to whom they preached the gospel of goodwill. (Applause.)

A brief discussion followed, and Sir Havilla was warmly thanked for his paper.—*Shanghai Times*.

"CHINA'S SORROW." The burst in the Yellow River's banks, writes a correspondent from Shantung, has happily not been serious and the people are not called on to suffer the intolerable miseries usually connected with these occurrences, but so imminent was the risk that many had carts, animals and barrows packed with their goods and ready for instant flight. From all one can gather from those whose business it is to know, the mighty river is slowly preparing for a tiger spring, which may alter the whole course of the river making a new mouth or mouths in the neighbourhood of Tientsin.

TORTURED DAY AND NIGHT BY ITCHING

And Burning. Sore Places on Baby's Cheeks, Hips, Spine and in Bend of Arms and Knees. Could Hardly Walk. Was Ill for Want of Rest.

Got Cuticura Remedies and Now has Not the Least Sign of Eczema.

"My son when two years old had eczema very badly. He had great sore places on the edges of his bones, the back of his head, the back of his neck, the back of his chest, and on the cheeks, and on the arms and legs. He had a large sore on his hip and all up his spine, and in the bend of his arms and knees. The child was so itched that he could hardly walk. Whenever the child scratched himself, some watery matter would come from the places like great drops of perspiration. He was tortured day and night with the awful burning and itching sensations. I had tried several remedies, and then I went to the doctor but the stuff I had from him made not the slightest impression. The child was getting quite ill for the want of proper rest. I gave up going to the doctor, as a friend, a nurse, gave me some Cuticura Ointment to try and see if it would relieve my boy. I used it for a week, and by that time the places were looking decidedly less angry, and not nearly so itchy. I got some Cuticura Ointment and Soap, and persevered with them. He was in such a state I could not make a tin of Ointment last ten days. I used to smear the places over two or three times a day. The eczema kept coming back, but as soon as I showed I used Cuticura Ointment, the places were soothed and the least sign of eczema." (Signed) Mrs. A. Oliver, The Gardens, Exeter House, Brompton, near Ashford Road, E.C.16, N.Y. 1010.

Cuticura Remedies afford the most economical treatment for skin diseases. Sold throughout the world. London Agents, 27, Chancery Square.

MAPPIN & WEBB

(1908) LIMITED,

LONDON,

HAVE APPOINTED

CHS. J. GAUPP & CO.,

WATCH MAKERS. JEWELLERS & OPTICIANS.

ALEXANDRA BUILDINGS,

CHATER ROAD,

TO BE THEIR

LOCAL REPRESENTATIVES.

A Very Large Stock, the Finest ever seen in the Colony has just arrived.

SPORTING CUPS AND TROPHIES

SUNDRY SILVER WARE

PRINCES PLATE

OUTLERY

FANCY LEATHER GOODS.

The Name

MAPPIN & WEBB

IS A

GUARANTEE OF QUALITY.

An Inspection is Solicited.

Hongkong, 1st December, 1910. [1333]

LATEST STEAMER MOVEMENTS.

The Bank Line str. *Halland* sailed from Manila on the 10th inst. and is due here to-day a.m.
The Austrian Lloyd's str. *Perla* left Singapore for this port on the 10th inst. p.m., and is due here on the 17th inst. at daylight.
The Swedish str. *Nippon* left Sabang on the 11th inst., and is expected here on the 22nd inst.
The M.M. str. *Meinam* is expected to arrive here on or about the 23rd inst.
The P.K.K. str. *Chino* left Manila, which sailed from Hongkong on the 12th ult., arrived at San Francisco on the 9th inst.
The C.P.R. Co.'s str. *Empress of India*, which left here on the 19th ult., arrived at Vancouver on the 9th inst., at 2.30 p.m.
The P. & O. S. N. Co.'s str. *Sunda* left Singapore for this port on the 11th inst. at 1 p.m., and is due here on the 18th inst. at about 6 a.m.
The C.P.R. Co.'s str. *Montague* left Vancouver, B.C., on the 10th inst. p.m. for Hongkong via usual ports of call.
The Barber Line str. *Shimosa* arrived at Shanghai on the 11th inst.
The Dodd Line str. *Sikh* arrived at Foochow on the 12th inst. morning, and sails for Hongkong on the 13th inst.

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 35. Telephone No. 12. Telegraphic Address: Press Codes: A.B.C. 6th Ed. Lieber's.

NEW ADVERTISEMENTS



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA AND KOBE. THE Company's Steamship

"PERSIA," Captain Ginzgrevich, will leave for the above places on MONDAY, the 14th inst., P.M. This Steamer has ample accommodation for passengers. Electric light, carries a doctor and stewards. For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Building, Hongkong, 13th December, 1910. [3]

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge of the Vessel will be landed at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 13th inst. will be landed at Consignees' risk and expense. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Free Insurance has been effected. Bills of Lading will be countersigned by the Undersigned. DAVID SASSOON & Co., Ltd., Agents, Hongkong, 12th December, 1910. [1375]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO & STRAITS.

THE Steamship

"PEMBROKESHIRE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd., wharves, and/or from the wharves, delivery may be obtained. Goods not cleared by the 17th Dec., at 5 P.M., will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on SATURDAY, 17th Dec., at 10 A.M. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized. Optional Cargo will be carried on unless instructions are given to the contrary before Steamer's departure. No Free Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 12th December, 1910. [1379]

AN OPPORTUNITY FOR AMERICAN ENTERPRISE IN HONGKONG.

THE OCCIDENTAL HOTEL, situated at the principal landing stages of the Second Seaport in the World, and adjacent to the Trunk Road of the KOWLOON-CANTON RAILWAY, is for lease on very easy terms. It is an exceptionally large and showy building, fully furnished and capable of extension, with a large piece of vacant land adjoining, suitable for Tennis Courts, etc. The Establishment has been conducted as a First Class Hotel and should prove a profitable investment if management is taken over by a competent person devoting exclusive attention to the business. Full particulars, apply to—H. LUTTONJEE & SON, Hongkong, 8th December, 1910. [1366]

ELECTRIC MOTOR FOR SALE.

A 24 h.p. ELECTRIC MOTOR with starting switch, pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements. Apply—MANAGER, Hongkong Daily Press Office, Hongkong, 22nd November, 1910. [1337]

NOTICE OF REMOVAL.

THE Undersigned have REMOVED their Offices and Showrooms to No. 7, QUEEN'S ROAD CENTRAL (Second Floor), above the DEUTSCHE ASIATISCHE BANK. DADY BURJOR & Co., General Merchants, Insurance Agents, Manufacturers' Representatives and Commission Agents, Hongkong, 1st December, 1910. [1336]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "Hongkong Daily Press" by "Sportman," reproduced in book form. PRICE ONE DOLLAR. Hongkong, 29th October, 1910. [1229]

PUBLIC COMPANIES

CHINA LIGHT AND POWER CO., LTD.

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHUN YET CHING, of Shanghai, a Duplicate Certificate of 100 Shares in the Company, or other Certificate or Certificate in lieu thereof, upon the statement that the Original Certificate, No. 700-100 Shares numbered 551/25450, and dated 9th February, 1906, has been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate. SHEWAN, TOMES & Co., General Managers, St. George's Building, Hongkong, 16th November, 1910. [1290]

WEI SAN KNITTING COMPANY, LTD.

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHING YUE, of Shanghai, Duplicate Certificates of 1,000 Shares in the Company, or other Certificate or Certificate in lieu thereof, upon the statement that the Original Certificates No. 18-100 Shares numbered 821/920

19-100 " " " 1021/1120

20-100 " " " 1121/1220

21-100 " " " 1221/1320

22-100 " " " 1321/1420

23-100 " " " 1421/1520

24-100 " " " 1521/1620

25-100 " " " 1621/1720

26-100 " " " 1721/1820

and dated 2nd March, 1910, have been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the Date hereof no claim or representation in respect of such Original Certificates is made to the General Managers they will then proceed to deal with such application for a Duplicate. SHEWAN, TOMES & Co., General Managers, St. George's Building, Hongkong, 16th November, 1910. [1291]

NOTICE OF FIRM

THE Undersigned, CHAN MUI SAN, who, for more than forty years, was Partner in and Manager of THE SUN SHING FIRM of No. 90, Queen's Road Central, has now Retired from all connection with the said Firm and has Opened his Own House at No. 25, Stanley Street, where he is Transacting Business in the same lines as formerly. CHAN MUI SAN, 25, Stanley Street, Hongkong, 2nd December, 1910. [1344]

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FOR SALE

FOR SALE.

REMAINING PORTIONS of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

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I was once, he said, for the benefit of
 health, interred in a building somewhat
 æsthetic in character, with a cellmate popu-
 lar and with cellular accommodation, which came
 to me to be alone. I was there one book of
 the Bible, an *Almanac* and a book of
 the *Almanac*. I noticed that my bed-
 fellow was a student of it. With a
 which had probably been concealed
 his *Almanac*, he had pricked com-
 ments in the margin. Opposite this passage, in Jerem.
 Lamentations, "Mine heart within me is
 so that my bones shake, I am like a drunken
 and like a man when wine had overcome
 had pricked, "Cheer up, Jeremiah!" To
 the type of mind we want—a man uninflu-
 by environment and absorbed in study. I
 side is shown the serenity and philosophy
 that gentleman showed under such peculiar
 distressing circumstances, I have no fear
 of the future of my country.

WEATHER REPORT

The forecast for the 24 hours ending as to-day is as follows:—	
Hongkong & Neighbourhood	N.E. wind fresh; fine
Formosa Channel	N.E. wind strong.
South coast of China, between Hongkong and Lamooks.	Same as
South coast of China between Hongkong and Hainan	Same as

Oil Production in Japan

STEAMERS

ANAPA, British str., 2,251, J. H. Park, 7th Dec.—Mojit 1st December, Coal—Simul Steamship Co.

CHANGHUA, British str., 2,269, E. Finlayson, 4th Dec.—Melbourne 30th Octo, General—China Navigation Co. Ltd.

CHINTOFU, Norwegian str., 1,759, A. Rjosø, 11th Dec.—Swatow 10th December.

CHUYEN, Chinese str., 1,177, C. Stewart, 10th Dec.—Shanghai 7th Dec., General—C. M. S. N. Co.

GHOSHU MARU, Japanese str., 1,501, T. Yamada, 10th Dec.—Shanghai 6th Dec. General—Onaka Shosen Kaisha.

DERWENT, British str., 1,552, J. Jenkins, 10th Dec.—Manila, 7th Dec., General—Maui Fat & Co.

EMPRES OF JAPAN, British str., 3,339, H. Pybus, N.R.N., 2nd Dec.—Vancouver 11th Nov., Mail and General—Canadian Pacific Railway Co.

FAUSANG, British str., 1,410, H. S. Malkin, 6th Dec.—Java and Saigon 2nd Dec., Sugar—Jerdine Matheson & Co.

FOKUKI MARU, Japanese str., 1,939, Kunikida, 8th Dec.—Mojit 3rd Dec.—General—Coal—Mitsui Bussan Kaisha.

HAIKAN, British str., 1,183, J. W. Evans, 11th Dec.—Fochow, Amoy via Swatow 10th Dec., General—Douglas, Lafrapik & Co.

HANGCHOW, British str., 999, W. D. Brymer, 25th Nov.—Newchwang and Chefoo 17th Nov., General—Butterfield & Swire.

HANYANG, British str., 1,201, G. J. Sprink, 8th Dec.—Wakadan 2nd December, Coal—Butterfield & Swire.

HELEN, German str., 771, Dondizier, 10th Dec.—Dumbar—Hulhow 7th Dec., General—Johnson & Co.

HOIHOW, British str., 896, Speed, 6th Dec.—Shanghai 2nd Dec., General—Butterfield & Swire.

HONGKONG MARU, Japanese str., 3,447, H. Hinokuma, 7th Dec.—Colonel and South America 24th Sept., Coal and Mail—Tokyo Kisen Kaisha.

HONGKONG, British str., 739, Cornelissen, 10th Dec.—Haiphong 5th Dec., General—A. R. Marty.

INABO MARU, Japanese str., 2,889, Shimizu, 9th Dec.—Karatsu 2nd Dec., Coal—Ataka & Co.

INVERCLYDE, British str., 1,234, Alexander, 5th Dec.—New York 15th Oct., Oil—Standard Oil Co.

IACHIA, Italian str., 2,480, G. Ballo, 9th Dec.—Bombay 16th Nov., General—Carlowitz & Co.

KIANG FIKO, Chinese str., 1,100, Udden, 10th Dec.—Wahu 4th Dec., General—Chinese Steamship Co.

KOREA, American str., 5,651, J. W. Saunders, 9th Dec.—San Francisco and ports 8th Dec., Mails and General—P. M. S. S. Co.

KUEICHOW, British str., 1,219, Hooker, 10th Dec.—Tientsin 2nd Dec., General—Butterfield & Swire.

KUMCHOW, British str., 1,496, Martin, 8th Dec.—Samarang via ports 26th Nov., General—Nam Fat.

LABRETS, British str., 1,346, H. C. O. Franquet, 10th Dec.—Saigon 3rd December, General—Wo Fat Sing.

LIANGCHOW, British str., 1,215, H. Harder, 11th Dec.—Tientsin, Chefoo, General—Butterfield & Swire.

LOCKESS, German str., 1,020, W. Taubert, 2nd Dec.—Bangkok 25th November, Brix and Mail—Butterfield & Swire.

LOONGMOON, German str., 1,245 Andersen, 5th Dec.—Saigon 30th November, General—A. R. Marty.

MACHEW, German str., 996, C. Wolff, 9th Dec.—Bangkok and Swatow 8th Nov., Brix and Mail—Butterfield & Swire.

MEIKO, Chinese str., 1,339, T. Froberg, 9th Dec.—Shanghai 3rd December, General—C. M. S. N. Co.

ONSANG, British str., 1,737, E. J. Buller, 2nd Nov.—Chuanwang 19th Nov., Coal—Jardine, Matheson & Co.

PANAMA MARU, Japanese str., 6,500, K. Maeda, 10th Dec.—Shanghai 26th Nov., Flour and Mails, etc.—Onaka Shosen Kaisha.

PATELLA, British str., 3,501, Geo. A. Thomson, 9th Dec.—Tientsin 4th Dec., Ballast—Asiatic Petroleum & Co.

PROMETHEUS, Norwegian str., 1,024, O. Korlows, 11th December—Saigon 3rd Dec., General—Aagaard, Thoresen & Co.

PROTEUS, Norwegian str., 1,024, H. E. La Cour, 23rd Nov.—Wahlo and Chinkiang 19th Nov., Rice—Dutch str., 573, P. Sabine, 10th Dec.—Fochow 8th Dec.—Asiatic Petroleum & Co.

SAMSEN, German str., 1,234, Petersen, 9th Dec.—Bangkok and Swatow 8th Dec., Rice—Teakwood—Butterfield & Swire.

SINGAO, British str., 1,047, F. Jamieson, 10th Dec.—Haiphong 6th Dec., General—Butterfield & Swire.

SEZCHURN, British str., 1,142, Siford, 1st Dec.—Tientsin 24th November, General—China Navigation Co.

TAMAR, British str., 1,350, G. H. Pennefather, 2nd Dec.—Manila 25th Nov., General—Butterfield & Swire.

TEAN, British str., 1,346, A. W. Outerbridge, 11th Dec.—Manila 8th December, General—Butterfield & Swire.

TELENA, British str., 2,763, Stratton, 1st Nov.—Balk Pappan 19th Nov., Kerosene—Asiatic Petroleum & Co.

THORID, Norwegian str., 1,091, F. Jorgensen, 10th Dec.—Bangkok via Swatow 10th Dec., Rice—Aagaard, Thoresen & Co.

TOSA MARU, Japanese str., 5,233, H. Nomura, 11th December—Mojit 6th Dec., Mails, Flour and Merchandise—Nippon Yusen Kaisha.

ULV, Norwegian str., 882, J. Pederson, 10th Dec.—Dalny 24th Nov., Beans—Aagaard, Thoresen & Co.

WAKAMATSU MARU, Japanese str., 1,722, Aikawa, 10th Dec.—Wakamatsu 4th Dec.—Cebu, Manila, Bisha Goaba Kwaihsa.

WASHINGTON, German str., 2,659, C. Stelbrink, 8th Nov.—New York 3rd Sept., Petroleum in bulk—Standard Oil Co.

WINGSANG, British str., 1,577, Lishman, 10th Dec.—Wuhu 6th Dec., Rice—Jardine Matheson & Co.

WUHU, British str., 1,227, J. Meathel, 10th Nov.—Chefoo 22nd November, General—Butterfield & Swire.

YALAI, British str., 1,234, ESSER, 10th Dec.—Saigon 4th Dec., Mails, 253 Dec.—16th Nov.—New York 16th Dec.—Oil—Standard Oil Co.

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 Waterwitch, surveying ship, 623 tons, 450 l.h.p.,
 Lieut.-Comdr. R. L. Hancock, on route to
 Hongkong.
 Whiting, torpedo-boat destroyer, 360 tons, 5
 guns, 5,900 h.p., Lieut.-Comdr. G. B.
 Hartford, Hongkong.
 Widgcon, gunboat, 195 tons, 2 guns, 830 h.p.,
 Lt.-Comdr. M. H. Wilding, Yangtze.
 Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
 Lieut.-Comdr. B. R. Brooke, Yangtze.
 Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,
 Lieut.-Comdr. G. F. A. Minlock, Yangtze.

AUSTRIAN.

Kaiserin Elisabeth, Austrian protected cruiser
 4,000, Fregettenkapitän Oskar Huns,
 Northern Waters.
 Paulther, blind class cruiser, 1,533 tons, Fre-
 gettenkapitän, Theodor Szekel Eil, von
 Schmidheim.

FRENCH.

Achéron, armoured gunboat, 1,810 tons, 9 guns,
 1,900 h.p., Lieut. Barthelemy, Saigon.
 Argus, 2nd class cruiser, 4,311 tons, 22 guns,
 5,100 h.p., Commander Fournier, Hanoi.
 Alouette, gunboat, 508 tons, 7 guns, 400 h.p.,
 Commander Badin, Saigon.
 Argus, river gunboat, 18 tons, 6 guns, 570 h.p.,
 Lieut. Audouard.
 Baionnette, gunboat.
 Cimetière, gunboat, 140 tons, Reserve, Saigon.
 Caracalla, gunboat, 154 tons, Reserve, Saigon.
 Dédale, gunboat, 630 tons, 10 guns, 900 h.p.,
 Lieut. de Lamoignon, Shanghai.
 Dupuis, armoured cruiser, 3,573 tons, 26 guns,
 17,000 h.p.
 Daur, armoured cruiser, 7,578 tons, 28 guns,
 17,000 h.p.
 D'Hotville, gunboat.
 Estos, gunboat, 141 tons, Reserve, Haiphong.
 Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut.
 Combât, Saigon.
 Fronde, destroyer, 310 tons, 7 guns, 6,300 h.p.,
 Saigon.
 Héaung-tou, river gunboat, 150 tons, 8 guns,
 152 h.p., Haiphong.
 Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marre,
 Saigon.
 Montcalm, armoured cruiser, (destroyer) 3,397
 tons, 36 guns, 19,690 h.p., Rear Admiral de
 la Croix de Castries (Commander-in-
 Chief).
 Manche, surveying ship, 1,625 tons, 10 guns,
 900 h.p., Commander Ragot de la Touche,
 Saigon.
 Monquet, destroyer, 309 tons, 7 guns, 6,300
 h.p., Commander de la Roche Kerandrian,
 Saigon.
 Olyx, river gunboat, 170 tons, 6 guns, 500 h.p.,
 Lieut. de Mairville, Upper Yangtze.
 Pelito, river gunboat, 130 tons, 4 guns, 280 h.p.,
 Lieut. Fusch, Tongka.
 Perle, sub-marine, 70 tons, 60 h.p., Lieut. Mon-
 nier, Saigon.
 Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p.,
 Commander Mortelon, Hongay.
 Protée, sub-marine, 70 tons, 60 h.p., Lieut.
 Morin, Saigon.
 Redoubtable, battleship (cruiser), 9,331 tons
 37 guns, 6,200 h.p., Cap. Doudet, Saigon.
 Styr, armoured gunboat, 1,310 tons, 8 guns,
 1,600 h.p., Lieut. Sériot, Saigon.
 Takou, destroyer, 231 tons, 8 guns, 6,500 h.p.,
 In Reserve, Saigon.
 Vauhan, torpedo-boat, Commander Mortelon,
 Hongay.

GERMAN.

Vétéran, torpedo-boat, Lieut. Billel, Cap
 Saint-Jacques.
 Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p.,
 Lieut. Diamondin, Szechang.

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Humidity	74	59	66
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Force	1	2	2
Weather	c	b	c
Rain	—	—	—

Wettest open air Temperature on 11th.....63

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16	Atlas, admiralty tug, 615 tons, 1,400
16	Master S. West, Hongkong.
23	Bramble, gunboat 710 tons, 900 i.h.p.
23	Comdr. B. G. Washington, Sham
22	Brismart, gunboat, 710 tons, 900 i.h.p.
44	Comdr. E. H. Donovan, Weihai
16	Cadmus, British slop, 1,070 tons, 1,400
16	Lt. Comdr. H. Lytton, cruising.
15	Cher, water tank and tug, 330 tons,
15	Comdr. W. Smith, Hongkong.
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18	Flora, 2nd class cruiser, 4,350 tons,
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18	Shanghai.
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58	tons, 4,000 h.p., Lieut.-Comdr. B. J.
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22	tons, 4,000 h.p., Lieut.-Comdr. H. S.
16	Hongkong.
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16	tons, 3,900 h.p., Lt.-Comdr. G. C.
16	Hongkong.
16	Kent, armored cruiser, 9,800 tons,
16	11,000 i.h.p., Capt. S. St. J.
16	Hongkong.
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9	Lieut.-Comdr. T. J. S. Lyne, Yang
10	Merlin, surveying ship, 1,070 tons, 6
10	i.h.p., Capt. F. C. Learmonth, Ku
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20	tsao.
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20	tons, 6,000, Gunner E. J. Trillo, R
20	kong.
20	Tamar, receiving ship, 4,650 tons,
20	Commodore Eyre, Hongkong.
20	Teal, river gunboat, 180 tons, 1,100
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Loharhorat, armoured cruiser (flagship),
 11,431 tons, 52 guns, 23,910 h.p., Captain
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 tubes, 6,030 h.p., Kiamulanant Kolba
 (Hind) Bertram
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 Captain Ross
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 4,000 h.p., Captain: Manzi Casacuova di
 Jersacch
 Paglia, protected cruiser, 2,493 tons, 26 guns,
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 chese Lorenzoni
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 Sigurd
 Blainbriga, destroyer, 7 guns and 2 torpedo
 tubes, Ensigna Loyal W. Townsend
 Berry, destroyer, 420 tons, Es. Edmund S.
 Root
 Callao, gunboat, 243 tons, Es. J. R. Morrison
 Cleveland, cruiser, 3,200 tons, Commander
 George H. Allen, Shanghai
 Charleston, battle-ship (flagship), 9,790 tons,
 58 guns, 21,000 h.p., Comdr. John H.
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 McNeil
 Dale, destroyer, 420 tons, Lieut. Herbert H.
 Haisley, Shanghai
 Devon, cruiser, 3,200 tons, Comdr. Edward E.
 Cogebart, Shanghai
 Galveston, cruiser, 3,200 tons, Commander
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 Helena gunboat, 1,392 tons, Comdr. Reuben
 O. Bidler, Shanghai
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 Mohican, cruiser, Lieut. Commander G. E.
 Salisbury
 Monterey, monitor, 4,000 tons, Lt. D. W. Todd
 Olongapo
 Nanchan, transport, 1,577 tons, W. D. Pardaux
 New Orleans, cruiser, 2,430 tons, Comdr. Roger
 Welles
 New York, cruiser (flagship), Comdr. J. S.
 Paraguy, gunboat, Ensign Roy L. Lowman
 Penangylenia, armoured cruiser, 13,680 tons
 Capt. A. Payne
 Pompey, collier, 1,560 tons, James D. Linett
 Raposa, 125 tons, 180 h.p., Es. Kome
 Whiting
 Reinhardt, cruiser, 6,026 tons, Lieut. A. C.
 Stolt
 Samar, gunboat, Ensigna W. C. I. Stiles
 Shark, 125 tons, 160 h.p., Ensigna Theodore G.
 Ellsley
 Villalobos, gunboat, 378 tons, Lt. A. Andrews
 Wilmington, gunboat, 1,800 tons, Comdr. G. R.
 Salisbury Hongkong

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CROSSLEY BROTHERS, LTD.
OPENSHAW, MANCHESTER.MAKERS OF
GAS & OIL ENGINES,
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The DIRECTORY covers the whole of the PLAN OF THINGTAU (KIAOCHAU) ports and cities of the Far East, from Nether-lands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DISCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c. The information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1,382, \$10.00. Directory only pp. 1,300, \$6.00.

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PENINSULAR & ORIENTAL HAMBURG-AMERIKA LINIE.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, KOBE, SUNDAY	Cap. R. A. Peters	About 16th Dec.	Freight and Passage.
SHANGHAI	DEVANHA	About 23rd Dec.	Freight and Passage.
LONDON via Usual Ports	HIMALAYA	Noon, 24th Dec.	See Special Advertisement.
LONDON and ANTWERP	SOMALI	About 28th Dec.	Freight and Passage.
ANG, COLOMBO, PORT SAID and MARSEILLES	Cap. A. G. Chitt, R.N.R.	Dec.	
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Cap. F. J. Fox	About 30th Dec.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,

Hongkong, 13th December, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
HAIPHONG	"SINGAN"	On 13th Dec., 11 A.M.
MANILA	"TEAN"	On 13th Dec., 4 P.M.
SHANGHAI	"KUEICHO"	On 15th Dec., 4 P.M.
KILOO & CEBU	"SUNGKIANG"	On 17th Dec., 4 P.M.
MANILA, ZAMBOANGA, THURS.		
DAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS.	"CHANGSHA"	On 19th Dec., 4 P.M.
BANE, SYDNEY & MELBOURNE		
MANILA	"TAMING"	On 20th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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SHANGHAI LINE
"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Load Passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.
FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 13th December, 1910

BUTTERFIELD & SWIRE,

AGENTS

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 15th December.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALTIC PORTS	"SIAM"	About middle of Jan.

For further Particulars apply to

MELOHRS & CO.,

AGENTS.

Hongkong, 5th November 1910

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"KUTSANG"	Thursday, 15th Dec., Noon.
KOBE & MOJI	"FAUSANG"	Thursday, 15th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 17th Dec., Noon.
MANILA	"WINGSANG"	Saturday, 17th Dec., Noon.
MANILA	"WINGSANG"	Saturday, 24th Dec., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FAUSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—
HONGKONG, 13th December, 1910.

JARDINE, MATHESON & Co., LTD.,

GENERAL MANAGERS

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES & COPENHAGEN	"CANTON"	On 20th December.
SHANGHAI, YOKOHAMA & KOBE	"NIPPON"	On 2nd December.

For Freight and Further Particulars, apply to
HONGKONG, 13th December, 1910.

OLEF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
HONGKONG, 13th December, 1910.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Cap. J. W. Evans	TUESDAY, 13th Dec., at 11 A.M.
"HAIMUN"	Cap. A. H. Stewart	FRIDAY, 16th Dec., at 11 A.M.
"HAICHING"	Cap. W. C. Passmore	TUESDAY, 20th Dec., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS, LIPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 13th December 1910.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK. Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SINGAPORE, KOBE and YOKOHAMA:	FOR ROTTERDAM, ANTWERP & HAMBURG:
S.S. SCANDIA ... 15th Dec.	S.S. BULGARIA ... 20th Dec.
S.S. SLAVONIA ... 30th Dec.	FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. SEGONIA ... 12th Jan.	S.S. STEPHANIA ... 21st Dec.
S.S. SAMBIA ... 28th Jan.	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. SILESIA ... 10th Feb.	S.S. ARABIA ... 27th Dec.
S.S. BREUSSEN ... 27th Feb.	FOR HAVRE, BREMEN & HAMBURG:
S.S. RHEINELAND ... 12th March	S.S. BRASILA ... 3rd Jan.
	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. BRISGAVIA ... 11th Jan.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SCANDIA ... 15th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 13th December 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	11,000 tons gross	Sail Dec. 21st, 1910.
S.S. KIYO MARU	11,200 "	Feb. 18th, 1911.
S.S. BUOY MARU	10,500 "	April 19th, 1911.

For particulars apply to

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TOYO KISEN KAISHA, King's Building.
4031

Hongkong, 26th November, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

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TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND

RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking

cargo on through Bills of Lading to all Overland Common Points

in the U.S.A. and Canada, also to the principal ports in Mexico,

Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA	"PANAMA MARU"	6,059	TUESDAY, 13th Dec., at Noon
SHANGHAI, MOJI, KOBE and YOKOHAMA			
VICTORIA, B.C. & TACOMA	"SEATTLE MARU"	6,182	TUESDAY, 20th Dec., at Noon
VIA NAGASAKI, MOJI, KOBE and YOKOHAMA			

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVES.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU"	THURSDAY, 15th Dec., at 8 A.M.
TAKAO (DIRECT)	"YERIMO MARU"	THURSDAY 15th Dec., at 5 P.M.
TAMSAI VIA SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 18th Dec., at 10 A.M.
ANPING VIA SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 21st Dec., at 8 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nankin KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.

\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

708

S. HIROI,

MANAGER

PHILIPPINES S.S. CO.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	4000	S. Crosby	Manila, Iloilo & Cebu	On 21st Dec., 4 P.M.
ZAFIRO	4000	E. Rice	Manila, Cebu & Iloilo	On 28th Dec., 4 P.M.

For Freight or Passage apply to

SHEWAN TOMES & Co.,

General Managers.

PHILIPPINES S.S. Co.

Hongkong, 9th December, 1910

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	MISHIMA MARU Capt. A. E. Moses	9,000	WED'DAY, 21st Dec., at Daylight
	KAWACHI MARU Capt. H. Peterson	7,000	TUESDAY, 27th Dec., P.M.
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 4th Jan., at Daylight
	SADO MARU Capt. S. Horiuchi	7,000	SATURDAY, 5th Dec., from Hongkong
VICTORIA B.C. & SEATTLE	INABA MARU Capt. K. Kawa	7,000	TUESDAY, 3rd Jan., at Noon
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKO.	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 31st Jan., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakino	5,000	THURSDAY, 22nd Dec., at Noon
SHANGHAI, MOJI and BOBAY via SINGAPORE, and COLOMBO	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 20th Jan., at Noon
NAGASAKI, KOBE and YOKOHAMA	CEYLON MARU Capt. Fred. Pyno	6,000	TUESDAY, 13th December
	TOSA MARU Capt. Y. Nomura	6,000	TUESDAY, 13th December
	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 21st Dec., at Noon
	HITACHI MARU Capt. N. Matheson	7,000	THURSDAY, 22nd Dec., at 5 P.M.

* She will call at Genoa. † Omitting Penang.

‡ Fitted with New System of Wireless Telegraphy. § Cargo only. ¶ Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

TO MARSEILLES AND LONDON VIA SUEZ CANAL.

RATES OF PASSAGE.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer	1st Class	2nd Class	3rd Class
MIYASAKI MARU	9000	15th Feb.	"	S	Y	\$50.00
KITANO	9000	1st Mar.	"	"	"	\$25.00
IYO	7000	15th "	"	"	"	\$30.00
HIRANO	6000	23rd "	"	"	"	\$40.00
TANGO	8000	12th April	"	"	"	\$50.00
KAMO	7000	25th "	"	"	"	\$70.00
AKI	7000	10th May	"	"	"	\$30.00
MISHIMA	9000	24th "	"	"	"	\$45.00

Steamers. Tons. Leave H.K. RATES OF PASSAGE.

AWA MARU 7000 22nd Feb. To Pacific Coast Common Ports: 1st Class \$45.00

INABA " 7000 28th Mar. " " 2nd Class \$21

TAMBA " 7000 25th April. To London via New York: 1st Class \$50

AWA " 7000 23rd May. " via St. Lawrence: 1st Class \$25

For further information as to Freight, Passage, Sailings, &c., apply at

13-125] T. KUSUMOTO, MANAGER.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VOUX ROAD.

[575]

PASSENGERS.

ARRIVED.
Per Lohang, from Tientsin, Mr. Williams.
Per Pembroke, from London, Mr. and Mrs. Crofton and child, Mrs. Phelps and 2 children, Mrs. Hooper and child, Mrs. Tishy and child, Misses Stone, Thomson, Mollison, and Harle, Capt. Halkett and Mr. Duncan.

PASSENGERS EXPECTED.

Per P. & O. S. N. Co.'s str. Sunda, sailed from London on the 5th November, for Hongkong—Lieut. C. A. N. and Mrs. Spry, Miss Alexandra, Major T. P. S. and Mrs. Taylor and family, Mrs. A. M. Watt, Mr. E. G. Brown, Mrs. C. Erner, Mr. and Mrs. H. E. Howard and family, Lieut. H. A. Hall, Messrs F. Harris, P. Parita, A. W. Blackwell and M. Walter; for Shanghai, Mr. H. Bach, Miss M. Dickson and Mr. Farnel; for Kobe, Messrs H. T. Terverson and C. T. Robins; for Yokohama, Mr. and Mrs. 2 Misses Wright.

BEKANNTMACHUNG.

DIE amtlichen Bekanntmachungen des Kaiserlich Deutschen Konsulats in Canton werden wahrend des Jahres 1910 im OSTERASIATISCHEN LLOYD der CANTON WEEKLY NEWS und nach Bedarf auch in der HONGKONG DAILY PRESS veröffentlicht werden.

KAISERLICH DEUTSCHES KONSULAT.

Canton, den 15. Dezember, 1909. [1544]

BEKANNTMACHUNG.

DIE Bekanntmachung aus dem diesseitigen Konsulat Pakhoi-Hohow werden im Jahr 1910 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

KAISERLICH DEUTSCHES KONSULAT.

Swatow, den 16. Dezember 1909. [1537]

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Konsulats Pakhoi-Hohow werden im Jahr 1910 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

KAISERLICH DEUTSCHES KONSULAT.

Pakhoi, den 24. Dezember 1909. [1568]

NOTICE TO KOWLOON RESIDENTS.

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Mr. AH YAU, Hongkong Ferry Wharf Stall.

